

Construction Phasing Plan - Paris Notre Dame Bikeway

Project introduction and Background

In 2016, City Council approved the Transportation Master Plan (TMP). The TMP proposes a comprehensive network of cycling facilities that will enable greater uptake in active modes of transportation. The Paris Street / Notre Dame Avenue corridor, recommended as a short-term priority in the TMP, will be a 9 km barrier curb separated cycle track that will form the north-south spine of the City's growing commuter cycling network.

On December 4, 2017, the City of Greater Sudbury received confirmation of provincial funding in the amount of \$1.1 million from the Ontario Municipal Commuter Cycling (OMCC) Program towards the implementation of approved, eligible cycling infrastructure projects. Under the OMCC program requirements, the City has put forth a municipal contribution of \$225,000 from the approved 2018 Cycling Infrastructure Capital Budget, towards the delivery of eligible projects.

In September 2018, a consultant was competitively retained, using funds from the OMCC program, to complete the engineering design of the bikeway. At the March 2, 2020 Operation Committee meeting, staff recommended the first phase of the project, to be constructed in 2020, be from Wilma Street to Lasalle Boulevard. At that meeting staff committed to coming back to the committee with the construction phasing plan for the remainder of the bikeway.

Project Description

Paris Street and Notre Dame Avenue are primary arterial roads with average annual daily traffic volumes which range from 26,000 to 32,000 vehicles. The Paris-Notre Dame Bikeway ('Bikeway') is designed to be a physically separated cycling facility on Paris Street and Notre Dame Avenue that will act as a spine to connect the City's cycling network from Regent Street in the south to Turner Avenue in the north. As shown in Figures 1 and 2 below, the Bikeway has been designed to include a 1.5 metre wide cycle track and a 1.5 metre sidewalk with amenities for GOVA stops. While the goal of the project was to provide a buffer area, which ranges from 0.6 metres to 1.0 metre, for the entire length of the corridor, there are areas where it was not feasible and the buffer was eliminated due to steep embankments, property requirements or adjacent water bodies.



Figure 1 – Paris-Notre Dame Bikeway Rendering – Nephawin Beach Area



Figure 2 – Paris-Notre Dame Bikeway Rendering – Downtown Area

Once construction is completed for the 2020 phase, completed cycling infrastructure on the Bikeway will include the section between York Street and Walford Road (constructed in 2017) and the section between Lasalle Boulevard and Wilma Street. The corridor will also have continuous sidewalks on each side of the street, including the east side of Notre Dame Avenue between Louis Street and Leslie Street.

The engineering design of the physically-separated cycling facility of the remainder of the project is nearly complete with minor refinements of the design ongoing. During the design phase of the project, several additional elements to the Bikeway were identified.

- Additional sidewalk – The east side of Notre Dame Avenue from Louis Street to Leslie Street did not have a sidewalk. The design of the cycling facility in this area included a new sidewalk and will be installed as part of the 2020 phase of the Bikeway.
- Bridge of Nations - The concrete median running down the center of the bridge will be narrowed. The bridge will have a 1.5m cycle track and 1.5m sidewalk on each side but will not have a buffer between the cycle facility and traveled lanes. Cyclists who are not comfortable crossing the Bridge of Nations without a buffer will have the option of a more comfortable alternate route. The alternate route will lead cyclists from Paris Street to John Street, Nelson Street, across the Nelson Street Bridge, Elgin Street, Shaughnessy Street, Van Horne Street and back to Paris Street (see Figure 3). This short alternate route will be signed and marked with line painting.
- School Bus Lay-by – Currently children who live at 1920 and 1960 Paris Street (Rumball Terrace) are picked up and dropped off by school buses who stop on Paris Street. The Ontario Highway Traffic Act requires a school bus to activate its stop arm each time a school bus stops on a public road to pick up children which requires all vehicles on the road to come to a complete stop. Due to the close proximity of these apartment units to the intersection of Regent Street at Paris Street and Long Lake Road, traffic will back into the intersection each time a school bus stops and activates its stop arm at this location. In addition, the loading and unloading of children into school buses would block the cycling facility and the children waiting for the bus would create a potential hazard to both the children and cyclists trying to navigate through. 10 school buses attend this location in the morning and 12 in the afternoon. A school bus layby was designed to be outside of the road allowance adjacent to Paris Street. School buses will enter and exit single-file from the east side of Paris Street pulling them out of the flow of traffic in order to pick up and drop off students. The bus layby will provide a safe location for students, as well as reduce the amount of pedestrian congregation on the new cycle facility.

Recommended Construction Phasing

Consideration for the construction phasing plan was given to many factor including:

- connections to other existing cycling infrastructure and the existing trail network
- connections to destinations such as the downtown, Science North, Health Sciences North, educational institutions, recreation centres, government services

- future capital projects within the Paris-Notre Dame corridor and;
- feedback from the public and stakeholders.

As this project will significantly affect the public realm on the Paris-Notre Dame corridor, receiving ideas and feedback from the public has been an important component of guiding and informing the preferred engineering design and phasing of this cycling facility.

The recommended construction phasing is as follows and is depicted in Figure 3 below:

- Wilma Street to the Bridge of Nations (includes alternate route around Bridge of Nations)
- Bridge of Nations
- Bridge of Nations to York Street
- Walford Road to Regent Street (includes the school bus lay-by at Rumball Terrace)
- Lasalle Boulevard to Turner Street

A design for the rehabilitation of the Bridge of Nations began in 2020. The work identified to accommodate the Bikeway across the bridge will be incorporated into this design and constructed as part of the rehabilitation project.

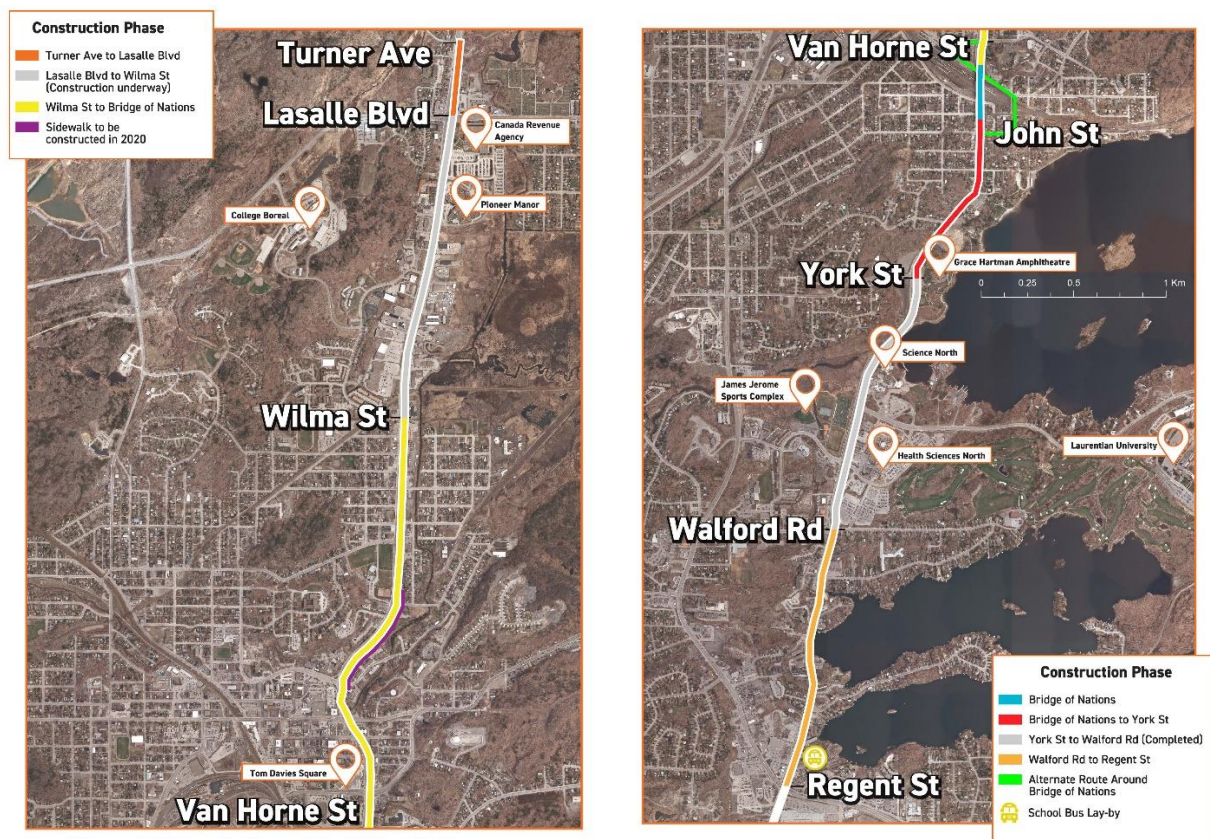


Figure 3 – Recommended Construction Phasing

Financial Requirements

Based on the latest detailed design for the bikeway, it is estimated that the total project cost of the remainder nine kilometer Bikeway will be \$15.5 million (2021 dollars). This estimated cost includes; contract administration, inspection, construction (curb, sidewalk, bike lanes, road restoration), utility relocation, modifications to traffic signals, pavement markings, street lighting, landscaping enhancements and property acquisition. Approximately 10% of the total project cost represents property acquisition costs, with the majority of the required property within one phase. To date the City has spent approximately \$6 million completing the engineering design of the bikeway and constructing the 2020 phase which runs from Lasalle Boulevard to Wilma Street and includes the sidewalk and cycling facility on the east side of Notre Dame Avenue from Louis Street to Leslie Street.

A breakdown of the cost of the remaining phases is shown in Table 1 below.

Phase	Capital Cost	Property required
Wilma St to Bridge of Nations (approx. 2.4 km)	\$5,500,000	Yes
Bridge of Nations (approx. 375m)	Included in the Bridge Rehabilitation Project	No
Bridge of Nations to York St (approx. 925m)	\$3,600,000	Yes
Walford Rd to Regent St (approx. 1.5 km)	\$4,700,000	Yes
Turner St to Lasalle Blvd (approx. 410m)	\$1,700,000	No
*Total	\$15,500,000	

* Estimates are in 2021 dollars and will increase in future years.

Staff believe each phase is broken into reasonable contract size which can be completed in one construction season and the phasing timing will be flexible in order to maximize on funding opportunities.

On August 5, 2020 the Federal Government announced new steps to help provinces and territories deal with the pressures brought on by the COVID-19 health and economic crisis. The Investing in Canada Infrastructure Program is being adjusted so that provinces and territories can use federal funding to act quickly on a wider range of more pandemic-resilient infrastructure projects. Under a new COVID-19 Resilience funding stream worth up to \$3.3 billion, projects will be eligible for federal cost share – up to 80 per cent. New rules will fund shovel ready projects such as creating new bike and walking lanes, so people can get out to exercise and enjoy nature as well as COVID-19 response infrastructure, including measures to support physical distancing.

Eligible “shovel ready” infrastructure projects must respect the following timeframes:

- Construction must start no later than September 30, 2021; and,
- Projects must be completed by the end of 2021

Staff believe several phases of the Bikeway are “shovel ready” and would be candidates for this stream of funding.

Next Steps

It is recommended that the construction phasing plan, as identified in the report, be approved and that staff be directed to begin acquiring the required property to construct the Bikeway utilizing the existing funds available in the Cycling Infrastructure account.

In addition, staff will submit this project to the capital budget prioritization process and subject to further Council approval, apply for funding from upper levels of government.

Resources Cited

City of Greater Sudbury, Transportation Master Plan 2016, Accessed online:

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/roads/drafttransportation-master-plan1/>

Operations Committee Meeting, July 8, 2019, Paris - Notre Dame Bikeway Design Update #1, Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1343&itemid=16315&lang=en>

Ontario Municipal Commuter Cycling Program Accessed online:

http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/PRDR_017150

Operations Committee Meeting, March 2, 2020, Paris - Notre Dame Bikeway Design Update #2, Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=4&id=1484>